

ABSTRACT OF THE DISCLOSURE

In an air-fuel ratio feedback control for an engine, a cylinder-by-cylinder variation value is calculated for each cylinder based on changes of intake pipe pressure detected by an intake pipe pressure sensor, or the like, and a fuel injection amount or the like is corrected for each cylinder based on the variation value. When the variation is large during an engine operation, or until the variation correction is completed, it is determined that the output of an exhaust gas sensor will be disturbed by the variation and an air-fuel ratio feedback correction amount will be disturbed. Therefore, a control gain of the air-fuel ratio feedback control is changed to a value smaller than a normal value, or the feedback control is inhibited.